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 Fogg Har-
 W. CARY,

TELEGRAPHIC MESSAGES.

[FROM OUR CORRESPONDENTS.]

MELBOURNE.

Monday, 8 p.m.
The P. and O. Company's steamer *Geelong* arrived at 6 p.m. yesterday, and left for Sydney at daylight this morning.

The news by the mail is not expected to influence the trade much.

Captain Howes, of the schooner *Lubra*, who was murdered by the Chinese pirates, was well known in Adelaide.

Sales of Adelaide town flour have been made at £13, 10s. 6d. per ton. Flour, wheat, &c., is asked.

Sugar is easier. Rice is much improved, sales for export have been effected at £21. A large business in tea has been done at 1s. 6d. to 2s.

Considerable shipments of tobacco and kerosene are expected from America. The *Herschel* is loading at New York for Adelaide.

The Mayor's dinner on Saturday night was a great success. The Governor, Bishop, Judges, and Ministers were present.

The jury have retired to consider their verdict in the second trial of the *Union Bank*. The *Union Bank* is charged with the murder of *John G. G. G.*

Adelaide. Monday, 7 p.m.
Messrs. Parker, Perkins, and Vergo are nominated for the vacant seat in the Legislative Council.

John Kerney, has been committed to take his trial on three charges of highway robbery. It is reported that he is a quiet, hard worker, and a full confession.

Business is quiet. The general effect of the mail news is good.

There is inquiry for hops. No alteration in the corn market. Wheat remains at 1s. 10d. to 1s. 11d. to 1s. 12d.

The *Adelaide* (s.) sails for Melbourne to-morrow, and the *Balclutha* (s.) on Wednesday.

THE WEATHER IN THE COUNTRY.
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CIVIL SERVICE ROBBERY.

TO THE HONORABLE THE MEMBERS OF THE LEGISLATIVE ASSEMBLY.
(The *Journal of the Sydney Morning Herald*.)

GENTLEMEN:—There is a circumstance that could tend more strongly to show the confidence of the Civil Service in the justice and good feeling of the majority of the members of the House, than the silence of our members on the subject of the robbery of the Civil Service.

The great wrong of the robbery of the Civil Service is not that it is a robbery, but that it is a robbery of the Civil Service.

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THE METEOR.

TO THE EDITOR OF THE HERALD.
(The *Journal of the Sydney Morning Herald*.)

GENTLEMEN:—In allusion to a letter in Saturday's *Herald*, signed "A Meteor," I beg to say that I have been thinking of the meteor which fell on Thursday evening.

The meteor which fell on Thursday evening was not a meteor, but a meteorite.

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OUR COLONIAL WINKS.

TO THE EDITOR OF THE HERALD.
(The *Journal of the Sydney Morning Herald*.)

GENTLEMEN:—You have frequently brought under the notice of the public the various exhibitions of the value of our colonial winks.

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MERCANTILE AND MONEY ARTICLES.

THE CUSTOMS REVENUE RECEIVED TO-DAY IS AS FOLLOWS:—

THE ARRIVALS TO-DAY COMPRISE THE *Veno*, from Batavia, with 7636 bags sugar, and 82 bags pepper; the *Dodo*, from Poschoco, with 2526 chests 3003 half-chests 1171 boxes tea; the *Sunshine*, from San Francisco, with 280 tons wheat; and the *Agnes Handfield* from Mauritius, with 9744 bags sugar. The latter reports the sailing of the *Colleen Bawn* and *Star of Australia* for this port.

Messrs. Harrison and Jones sold to-day at the Victoria Yards, Petersham, 197 fat bullocks at prices ranging from 25s. to 26s. Average of the lot, 25s. 10d.

Private telegrams received by the mail full bear out the favourable character of the commercial intelligence published this morning. The quantity of goods shipped to this port between the 15th of August and the 15th of September is the smallest during any similar period for many months, and of less than one-half the value of the shipments notified by last mail. We specially notice this fact as the value of the month's shipments to Melbourne was correctly quoted as those to Sydney.

The stock-in-trade in the assigned estate of Messrs. Bradley, Newton, and Lamb.

California papers to September 6th are at hand. The *Evening Bulletin* of that date supplies the following market quotations:—

Flour—Sale of 300 half sacks extra, 3 dollars 25 cents per sack; 200 half sacks extra, 3 dollars 25 cents per sack; 100 half sacks extra, 3 dollars 25 cents per sack; 50 half sacks extra, 3 dollars 25 cents per sack; 25 half sacks extra, 3 dollars 25 cents per sack; 12 half sacks extra, 3 dollars 25 cents per sack; 6 half sacks extra, 3 dollars 25 cents per sack; 3 half sacks extra, 3 dollars 25 cents per sack; 1 half sack extra, 3 dollars 25 cents per sack; 1/2 half sack extra, 3 dollars 25 cents per sack; 1/4 half sack extra, 3 dollars 25 cents per sack; 1/8 half sack extra, 3 dollars 25 cents per sack; 1/16 half sack extra, 3 dollars 25 cents per sack; 1/32 half sack extra, 3 dollars 25 cents per sack; 1/64 half sack extra, 3 dollars 25 cents per sack; 1/128 half sack extra, 3 dollars 25 cents per sack; 1/256 half sack extra, 3 dollars 25 cents per sack; 1/512 half sack extra, 3 dollars 25 cents per sack; 1/1024 half sack extra, 3 dollars 25 cents per sack; 1/2048 half sack extra, 3 dollars 25 cents per sack; 1/4096 half sack extra, 3 dollars 25 cents per sack; 1/8192 half sack extra, 3 dollars 25 cents per sack; 1/16384 half sack extra, 3 dollars 25 cents per sack; 1/32768 half sack extra, 3 dollars 25 cents per sack; 1/65536 half sack extra, 3 dollars 25 cents per sack; 1/131072 half sack extra, 3 dollars 25 cents per sack; 1/262144 half sack extra, 3 dollars 25 cents per sack; 1/524288 half sack extra, 3 dollars 25 cents per sack; 1/1048576 half sack extra, 3 dollars 25 cents per sack; 1/2097152 half sack extra, 3 dollars 25 cents per sack; 1/4194304 half sack extra, 3 dollars 25 cents per sack; 1/8388608 half sack extra, 3 dollars 25 cents per sack; 1/16777216 half sack extra, 3 dollars 25 cents per sack; 1/33554432 half sack extra, 3 dollars 25 cents per sack; 1/67108864 half sack extra, 3 dollars 25 cents per sack; 1/134217728 half sack extra, 3 dollars 25 cents per sack; 1/268435456 half sack extra, 3 dollars 25 cents per sack; 1/536870912 half sack extra, 3 dollars 25 cents per sack; 1/1073741824 half sack extra, 3 dollars 25 cents per sack; 1/2147483648 half sack extra, 3 dollars 25 cents per sack; 1/4294967296 half sack extra, 3 dollars 25 cents per sack; 1/8589934592 half sack extra, 3 dollars 25 cents per sack; 1/17179869184 half sack extra, 3 dollars 25 cents per sack; 1/34359738368 half sack extra, 3 dollars 25 cents per sack; 1/68719476736 half sack extra, 3 dollars 25 cents per sack; 1/137438953472 half sack extra, 3 dollars 25 cents per sack; 1/274877906944 half sack extra, 3 dollars 25 cents per sack; 1/549755813888 half sack extra, 3 dollars 25 cents per sack; 1/1099511627776 half sack extra, 3 dollars 25 cents per sack; 1/2199023255552 half sack extra, 3 dollars 25 cents per sack; 1/4398046511104 half sack extra, 3 dollars 25 cents per sack; 1/8796093022208 half sack extra, 3 dollars 25 cents per sack; 1/17592186044416 half sack extra, 3 dollars 25 cents per sack; 1/35184372088832 half sack extra, 3 dollars 25 cents per sack; 1/70368744177664 half sack extra, 3 dollars 25 cents per sack; 1/140737488355328 half sack extra, 3 dollars 25 cents per sack; 1/281474976710656 half sack extra, 3 dollars 25 cents per sack; 1/562949953421312 half sack extra, 3 dollars 25 cents per sack; 1/1125

"THE EDINBURGH REVIEW" ON THE AMERICAN NAVY.

(From the Anglo-American Times, August 1.)

We have occasion lately to allude to an article on American matters in *Blackwood's Magazine*, written in that prejudiced, one-sided manner, so much to be deplored in notices on America by foreign periodicals. The article now before us is of a very different stamp. The subject begins by a remark of the Prince de Joinville, showing the enormous magnitude of the task to be undertaken by the United States Navy when the Government became fairly entangled in the great war, which by every means in their power they had tried to avoid. The American Navy was unprepared, and a less energetic people would have given up the task in despair. The few ships in commission were nearly all abroad at foreign stations, and the difficulties were increased by a wholesale desertion of the service by the trained officers, who were mostly Southerners, casting in their lot with the States in revolt. Captain Fox, who had retired from the navy, was the first officer who submitted a plan to the Government, and this was for relieving Fort Sumpter, then held by Major Anderson against the militia of South Carolina. Finding little encouragement and great vacillation from the Executive, under President Buchanan, he laid his scheme before some merchants at New York, where it was well received, and much encouragement given. Although President Lincoln sacrificed this officer in carrying out another plan, the energy and pluck exhibited by Captain Fox so won the President that that officer was appointed Under-Secretary for the navy. The great fertility of resource developed by him in conjunction with his chief, Mr. Welles, quickly made the American navy a most formidable instrument in the hands of the Executive. The extraordinary rise of the United States navy is faithfully detailed in the Review, and the services performed by the fleet are briefly and truthfully noticed. It would require volumes to give in detail the series of naval actions—the attacks, bombardments, blockades, river fights, and combinations with the land forces, which have added so vastly to the renown of the United States Navy during the four years' war. One of the earliest and most important operations, and one solely due to the fleet, was the capture of New Orleans, and the consequent occupation of the Mississippi from Vicksburg to the sea. The *Edinburgh* calls it "the greatest success as a purely naval engagement, of the whole war—the greatest in naval history since Exmouth's victory at Algiers." Captain Farragut, whom Welles had especially selected, as fitted by his resolute character to take charge of the active operations in that quarter, arrived at the scene of action on the 20th February. The Western Gulf Squadron, hitherto under the command of M'Kean, had been gradually increased from a few blockading vessels to a powerful fleet of 6 steam frigates and 12 large gunboats. To these a flotilla of 20 bomb vessels, under Porter (raised to Commander rank for his earlier services), were added by the 18th March. But the obstacles to be overcome were of the most formidable character. Two strong forts—Jackson on the west bank and St. Philip on the east—were connected by a huge boom of rafts and hulks, the approach to which, to be made against a powerful current, they swept with a fire of 80 guns, and seemed thus to bar wholly the way up the stream. Above this obstruction a flotilla of gunboats was ready to support the fire of the works, and ironclad rams were known to have been some time in preparation, in order to employ in the coming warfare that use of the blow of the prow, disused for so many centuries but now revived by the power of steam.

An attempt of this kind had already been tried for the first time in modern warfare by Hollins in the Confederate ram *Manassas* with partial success. Though General Butler with 18,000 men was present, the navy, unsupported, were to effect the capture of New Orleans. The War Department, with Pakenham's failure before them, set aside all thoughts of employing troops, and gave to Farragut the following instructions:—"When you are completely ready . . . you will proceed up the Mississippi River and reduce the defences which guard the approach to New Orleans; when you will appear off that city and take possession of it under the guns of your squadron and hoist the American flag on shore, keeping possession until troops can be sent to you. As you have expressed yourself satisfied with the forces given to you, and as many more powerful vessels will be added before you can commence operations, the Department and the country will require of you—success." Had the Confederate resistance been as perfectly organised as was then supposed, this success would have been all but impossible. The official reports laid before the Richmond Congress show that not only was much of the material preparation left undone, but that the commanders were wanting in the vigour, unity, and activity of their formidable assailants. Farragut on the eve of the action went the round of the fleet. He saw that each ship understood what her part was to be, and he picked up ideas from his contact with the commanders, which he carried into practice. The first of these came from the engineer of the Richmond, who proposed that the sheet cables should be stopped up and down the sides in the line of the engines. It will be remembered that great credit was given to the Keessage for adopting this plan, which in England was supposed to be original, in her conflict with the Alabama. Every expedient the commanders could think of was adopted to cover the crews from the fearful fire they looked for. Hammocks, coil-dust, &c., were used to strengthen the defences; some rubbed their vessels over with mud to make them less visible at night, the period for the desperate passage; some whitewashed their decks that the men might see the better around them. The assault was preceded by a bombardment from Porter's heavy mortars, the flotilla being towed into position on the morning of the 18th of April, and on that day 3000 large shells were thrown into the forts. The Federal preparations and the decision and vigour of their attack contrasted strongly with the divided counsel and insufficient armament opposed to them. The Confederates appear to have been alive to the use of ironclad vessels, of which two large specimens, intended both for ramming and carrying guns in shot-proof batteries, were being prepared at New Orleans. Happily for the success of the Federal fleet, the mechanical means which their foes controlled were by no means equal to their powers of conception. These ironclads, designed for the 1st February, were unprepared when the fleet, three months later, burst its way through to the fated city. A storm, accompanied by a flood, parted the chains and damaged the raft as an obstruction, but the continued efforts of the commander of the forts obtained three 10-inch and three 8-inch Columbiad hollow-shot guns and five large mortars, and these were just mounted before the assault. For six long days the garrison endured the pitiless fire rained on them by Porter. The case-mates

were injured and several guns disabled by the 13-inch shells, and the unprotected barracks almost immediately destroyed. But the vast expenditure of Federal ammunition determined Farragut to hurry on the expedition to pass the batteries by main force in the hours of darkness. On the third night, under cover of a furious fire, two gunboats essayed the destruction of the barricade by means of petards. "This duty," says Admiral Farragut, "was not thoroughly performed in consequence of the failure to ignite the petards with the galvanic battery." At this time no officer of the American services had been trained to the use of the powerful engines of destruction to which they afterwards so fully attained. "Still," he continues, "it was a success, and, under the circumstances, a highly meritorious one." A schooner in the barricade was grappled by the *Itasca*, boarded and detached from the chains, and a way was then laid open. She was seen, and a heavy fire from the forts forced her to retire. On the following night the garrison were cheered by the descent from New Orleans, of the Louisiana, mounting 16 heavy guns, one of the two ironclads. The junction of this vessel, however, only brought out more prominently the split in the councils of the Confederates. Of course, the military and naval authorities were at loggerheads. Nor was this all. The Navy was divided against each other. The Volunteer officers refused to obey the commander of the regular service. In vain the military urgently advised that the Louisiana should be brought prominently forward to take part in the action. She was still incomplete, and her motive power was insufficient, so she was carefully kept in a place of safety. Even the fire ships, of which there were abundance, were not sent against Porter's fleet, as the tug allotted for the duty were still under repair. General Lovell writes as follows:—"The river defence fleet proved a failure, for the very reason set forth in my letter to the Department of 15th April. Unable to govern themselves, and unwilling to be governed by others, their almost total want of system, vigilance, and discipline rendered them useless and helpless when the enemy finally dashed upon them suddenly in a dark night." The garrison, hoping nothing from the steamers, did what they could under Porter's withering fire to repair damages. The 23rd April broke warm and clear; but as night drew on the Federal fire slackened, and Duncan interpreted the omen correctly, and earnestly pressed Mitchell to move the Louisiana into a position where the guns could aid the defence. He pointed out that the enemy were marking by a line of white flags what he knew must be their advance, and received the fatal reply—"that disastrous 'too late'!" The ironclad would be ready the next evening. Before that evening arrived she was prepared to be blown up by her commander's orders, and having been kept carefully out of harm's way, the only damage she did was the injury caused to the garrison by the explosion. At 2 o'clock on the morning of the 24th Farragut gave his pre-arranged signal, and the advance began in two columns. The gunboat *Cuyahoga* led the right under Bailey, followed by the steam frigate *Pensacola* and five other gunboats in succession. The gunboat *Sciota* led the left, followed by the *Admiral* in the Hartford, two other frigates and five gunboats. They had no knowledge of the divided councils of their opponents to give them confidence, and the attack was considered one of great desperation. A general order had been published to the fleet, which ran as follows:—"When, in the opinion of the Flag Officer, the propitious time has arrived, the signal will be made to weigh and advance to the conflict. If, in his opinion, at the time of arriving at their respective positions of the different divisions of the fleet, we have the advantage, he will make the signal for close action No. 8, and abide the result—conquer, or to be conquered—drop anchor, or keep under weigh as in his opinion is best."

At half-past 3 the fleet approached the barrier which, severely damaged, gave way to the rush of the leading gunboats. The bomb-vessels maintained their heavy fire, and now the forts opened on both the columns, and one of the most fearful scenes began which naval annals record. The darkness of the night, the closeness of the action, and the tremendous calibre of the Federal cannon, made it hopeless for an officer to do more than control the movements of a single ship. The energies of the flag officer were soon tasked to the utmost to save his own vessel. A fire-raft came down on him, and the ship was run ashore in the attempt to avoid it. The ram *Manassas* guided the raft, and before the Admiral could back off the frigate was on fire half way up to her tops; but with his ship in flames his battery never ceased, and Fort St. Philip, opposite to which he had got, was almost silenced under the fearful cannonade. Terrible as was the position of the forts the gunners bravely maintained the fight. Driven from their guns the slackening in the fire brought them forth instantly to reply with their feeble pieces to the storm of grape hurled at them from 9-inch and 11-inch guns. The combat was one of giants, and both North and South gave conclusive proofs of that dauntless gallantry which was destined to come out so brightly hereafter, and almost to cover with its dazzling brilliancy the great crimes perpetrated by this wanton rebellion.

The gunboats *Itasca*, *Kennebec*, and *Winona* became entangled in portions of the barrier after the frigates had gone by, and unable to endure the fire of the forts were compelled to head down stream and thus separate themselves from the fleet. The columns were now beyond the barrier, and so far the way to New Orleans was open, but Mitchell's squadron had yet to be encountered. The Federals estimated this force at thirteen gunboats and two ironclads, but the truth was far within this, and the action which ensued quickly settled the points of comparative strength. The Governor Moore and Quitman attacked the *Varuna*, which had got ahead of the Federal fleet while in chase of a steamer, on board of which was General Lovell. The Governor Moore fired her bow gun and disabled thirteen of the *Varuna's* hands; then charged her on the starboard side. The Federals succeeded in bringing an 8-inch gun to bear on the assailant, and disabled her in a few minutes. The *Quitman*, at the same time, rushed at the *Varuna* on the port side, butting twice, and on the second collision driving in her side. After delivering the final blow, the *Quitman* swung round, and before the *Varuna* sank she sent five of her 8-inch shells into the new enemy and left her in flames as she disappeared from the scene. The *Defiance* was the only vessel of the Confederate squadron saved under the guns of the forts, the others having either been sunk, burnt, or driven ashore disabled by the overwhelming batteries which the frigates had opened on them. The *Manassas* continued her plucky career to the end. When she saw the flagship on fire, she turned and

charged the Brooklyn full on the starboard gangway, but with little effect beyond breaking some of the links of the cables stopped up and down her side, and driving in between her huge antagonist and the bank, the ram found herself unable to get up speed for a fresh charge, and was obliged to drop down stream. She then crossed over to attack the Mississippi, and struck her with a very partial effect, inflicting injuries similar to those of the Brooklyn, then passed down the fort, where she lay for a short time.

The grey of early daylight now succeeded to the flashes of the hostile guns which had lighted up the scene, and Farragut, discovering the completeness of his victory, formed and steamed slowly up the river. The little ram singly pursued the fleet and prepared to renew her assaults. The Mississippi was ordered to turn and attack her, and aided by the gunboats *Pinola* and *Kine*, charged full at her. Captain Warley, seeing the huge bows of the frigate coming straight towards him, steered to avoid the shock, and ran the ram aground, exposing her to the broadside of the enemy. From this helpless position the crew escaped ashore, and the frigate was fired by the boats of the Mississippi. Farragut, leaving behind him the shattered forts and the relics of the enemy's flotilla, went upward on his path of conquest. New Orleans fell, and was held without a break by the Federals to the close of the war. The next day the forts surrendered to Commander Porter, and as Farragut pushed his conquest up to the guns of Vicksburg, the whole line of the Mississippi, from that port to the sea, became a highway to the Federals.

Our space will not allow us to follow the *Review* through the numerous brilliant actions of the civil war. The tone in which these sea fights and river operations are described is frank and fair to both sides, and the writer does not disguise the admiration with which the *Review* touches on the cruelties which the Confederates very ill managed through the connivance of Great Britain to get to sea and maintain there. This question we have discussed elsewhere, in our columns, but we will add to our remarks those of the *Review*:—"Long before this affair (the capture of Wilmington) the efforts of the South by sea had been reduced to what appeared to all the world rather a mere form of revenge than any useful warfare. Failing utterly in the purpose of embroiling the North with any neutral nation, their doings have left a seed of bitterness such as it will need much enduring patience to stay from becoming bitter fruit in the future. From the fall of Wilmington the advantages of blockade-runners and the mushroom growth of their trade became things of the past. For the rest of the war the Confederate flag only covered what was, after all, an ignominious piracy, legalised in default of provision made against it by jurists. The ex-Governor of Richmond, which sanctioned this system to the end of their race, have left as a legacy one of the most difficult problems on international duties ever offered for statesmen to solve. The Alabama, Sumter, and Florida roamed unchecked over the ocean. At the close of 1864 the capture of 193 vessels, valued with their cargoes at 14½ millions of dollars, bore testimony to their activity, and the danger to which, under the new conditions of naval warfare, an unprotected commercial marine is exposed. That these losses were not from expenditure being too narrow, but from the peculiar direction which it had taken under Mr. Welles, is abundantly shown by his report of that date. The navy, which four years before had counted but 76 ships, in and out of commission, and of these about one-half sailing vessels, were increased to a total of 671. Of this number no less than 71 were ironclads of different classes, 37 of them of formidable strength, and carrying heavy Dahlgren guns; and only 112 of the whole were without steam power, being, in fact, used for transport purposes."

FLOOR CLOTHS.
DAVID JONES and COMPANY would advise Gentlemen and Families of having opened, within the last few days, a large stock of PATENT FLOORCLOTHS, from 2 to 66 feet wide, all choice patterns, and of the most approved scientific principles. Many of the styles are copies of the *Flourishes* in the *Edinburgh*. (Crystal Palace, London.)
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D. J. and CO., respectfully solicit inspection.

AS we are about REMOVING our business on the first of next month, to Hill's New buildings, we deem it advisable to inform the public, that we are now clearing out our stock of **DRAPERY** in order to make a ready clearance, at almost fabulous prices.
In the Silk Department will be found the following goods well worthy of notice.
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Splendid black glass silk, 281 1/2 yds, worth 282s 6d
Splendid black glass silk, 282 1/2 yds, worth 283s 6d
Splendid black

15 Half ditto ditto
No reserve.—Ternia, east.

Greenville to sell by auction, on the Premises,
The whole of his stock-in-trade, &c.,
Terms, cash.

On the morning of sale it may be seen at the rear of the Canton Printing Office, 160, Pitt-street, on applying to the Auctioneers.

A portable Stearns-engine also for Sale at the same time.

properties will be duly announced, in the mean time further information may be obtained on application to MORT and CO., or RICHARDSON and WRENCH, Pitt-street, Sydney.

at once good grass and water for their flocks, and a valuable run for a comparatively small amount.

The sheep inclosed in the sale are of good quality, and will be delivered after shearing.

Terms at sale.

Full particulars can be ascertained and plans seen
application at Goldstrough's wool warehouses, South
street West, Melbourne.

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